


MICHIGAN LAND USE INSTITUTE	
	<h2>IMPROVING PUBLIC TRANSIT FUNDING in MICHIGAN</h2> <p><u>KELLY C. THAYER</u> Transportation Project Manager Michigan Land Use Institute</p> <p>Presented at <i>MDOT Summit Planning</i> Lansing, MI October 27, 2003</p>

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	<h2>MICHIGAN LAND USE INSTITUTE</h2> <p>Statewide Non-profit Smart Growth group</p> <ul style="list-style-type: none"> • Founded in 1995 • Staff of 14: journalists, planners, and publishers • Grant and member funded • Community -based & statewide projects • State capital advocacy

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	<h2>Michigan Transportation & Land Use Coalition (M-TLC)</h2> <p><u>www.mlui.org</u></p> <ul style="list-style-type: none"> • Institute & MEC form Coalition in February 1999 • Represents organizations with nearly 250,000 members • Core is enviro, transit, faith-based, disability rights <div style="display: flex; justify-content: space-around; align-items: center;">   </div>

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	<h2>TRANSIT ACTIVITY ACROSS MICHIGAN</h2>			
	<ul style="list-style-type: none"> • <u>Metro Detroit</u>: Rapid bus or light rail possibilities • <u>Ann Arbor</u>: Clean fuels, county -wide, rail to Detroit • <u>G.R.</u>: Rapid bus or light rail, transfer center • <u>T.C.</u>: 2-county, clean fuel, transfer center • <u>S.S.M.</u>: City and multi-county • <u>Midwest</u>: High-speed Rail progressing 			

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	<h2>NEED FOR TRANSIT</h2>			
	<ul style="list-style-type: none"> • <u>Elderly</u>: 1.1 million (12 %) in 2000; 1.7 million (17%) in 2020; mostly in southern MI; higher % in N. MI • <u>People w/ disabilities</u>: About 500,000 people, with one-third in Wayne County; growing rapidly due to aging • <u>People in poverty</u>: Grown to about 1.1 million or 12% • <u>People w/ no car</u>: About 10% of MI households • <u>People w/ 1 car</u>: Another 33% of MI households 			

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	<h2>NEED FOR TRANSIT</h2>			
	<ul style="list-style-type: none"> • <u>80 million rides a year</u> – 5% elderly, 6% with disabilities • <u>MI communities</u> planning for new, expanded service • <u>Soaring VMT</u> suggests need for options • <u>400,000 vehicle crashes a year</u>; traffic accidents are the leading cause of death for kids ages 4 to 14 			

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	<h2 style="text-align: center;">NEED FOR TRANSIT</h2>			
	<p>SEMOG surveys</p> <ul style="list-style-type: none"> • <u>March 2003</u>: Road pavement conditions received lowest satisfaction marks (17 %), followed by transit (19%) • <u>July 2002</u>: Road repair, road safety top two priorities, followed closely by improving public transit • <u>March 2001</u>: Priorities - fix roads & improve transit; explicit willingness to pay for transit 			


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	<h2 style="text-align: center;">NEED IN SOUTHEAST MICHIGAN</h2>			
	<p><u>SEMOG</u>: \$4.5 billion transit shortfall through 2030</p> <p><u>Texas Transportation Institute on SE MI 2003</u> (2001 data)</p> <ul style="list-style-type: none"> • <u>Metro Detroit transit</u> (DDOT and SMART) carries about 51.6 million passengers a year • <u>Public transit (mainly buses) saved</u> the region \$121 million in averted congestion costs (fuel, productivity) • <u>Public transit reduced</u> motorists' commutes an average 1.5 hours each or 5.5% 			

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	<h2 style="text-align: center;">TRANSIT FUNDING IN MICHIGAN</h2>			
	<p><u>New Economic Engine</u>:</p> <ul style="list-style-type: none"> • <u>Michigan</u> – State transit funding is average among 10 largest states, 2 neighbors; other states also surpass us • <u>Locals</u> – Detroit and GR less than average <p><u>As a result</u>:</p> <ul style="list-style-type: none"> • <u>Federal</u> – MI sacrifices about \$100M a year in federal transit funds 			


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	STATE SOLUTIONS			
	<p>MI Land Use Leadership Council</p> <ul style="list-style-type: none"> • <u>Full 10% of MTF to CTE</u> – Finally sharing 1997's 4-cent gas tax increase <p>Result</p> <ul style="list-style-type: none"> • <u>CTE/Transit gains</u>: \$25M annually (about 12.5% of annual state transit budget) • <u>CTE/Transit has forgone</u>: \$150M since tax hike, about 1- year of bus operating • <u>Roads give up</u>: \$25M annually (about 1.7% MTF) 			

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	STATE SOLUTIONS			
	<p>MI Land Use Leadership Council</p> <ul style="list-style-type: none"> • <u>Full 25%</u> of auto-related sales tax or about \$277M; presently it's 6% or \$66.7M <p><u>General fund</u> would lose same amount</p> <p>New Source</p> <ul style="list-style-type: none"> • <u>Car leasing</u> use tax to transit; about \$25M from general fund (HB 4153) 			


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	LOCAL SOLUTIONS			
	<ul style="list-style-type: none"> • <u>Currently</u>: Millage support • <u>Possibly</u>: <ul style="list-style-type: none"> – Regional sales tax – Regional gas tax – Payroll, income taxes 			

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	<h2>FEDERAL SOLUTIONS</h2>			
	<p>Generally, now:</p> <ul style="list-style-type: none"> • <u>TEA-21</u>: Greater state + local funding = greater fed funding (trains benefit most) <p>Future</p> <ul style="list-style-type: none"> • <u>TEA-3</u>: Goal is guaranteed 75% - 90% return for transit 			

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	<h2>WE SHARE THE ROADS</h2>			
	<p>Fix it First for cars & buses</p> <ul style="list-style-type: none"> • <u>Bad roads</u> = bad ride for our driving and riding customers • <u>Bad roads</u> = \$1.8B in car repair; untold bus repair each year in MI (ASCE) • <u>New/wider roads</u> can pull communities apart, undermining transit 			

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	<h2>WE SHARE THE ROADS</h2>			
	<p><u>State highways falling apart</u> (MDOT data)</p> <ul style="list-style-type: none"> • <u>About 57%</u> have 0-7 years of "remaining service life" • <u>Nearly 30%</u> have 0-2 years of life left <p><u>Fiscal Years 1998-2003 (MDOT data)</u></p> <p>Total new pavement: \$2.5 billion or 30.9% (About 19% in 2004)</p> <ul style="list-style-type: none"> • Adding lanes: \$1.1 billion • New roads: \$1.1 billion • Additional capacity: \$296 million 			

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	<h2 style="text-align: center;">NEED STRONGER ROAD & TRANSIT PARTNERSHIP</h2> <p><i>Call for greater partnership</i></p> <ul style="list-style-type: none"> • <u>MI road repair-transit battles</u> largely are a zero-sum game, with congestion & stalled economy the winners • <u>Across nation</u>, "dual-mode" approaches are becoming more common • <u>A road repair-transit initiative</u> could win in MI, regions

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	<p style="text-align: center;"><i>For more information</i> Kelly C. Thayer</p> <div style="text-align: center;"> <div style="border: 1px solid black; padding: 2px; display: inline-block;"> MICHIGAN LAND USE INSTITUTE </div> </div> <p style="text-align: center;"> Kelly@mlui.org 231-882-4723 </p>
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